Information for the People, &c., &c., &c.

Department of Streets and Lamps.

To the Honorable the Common Council of the City of New York:

Gentlemen—In conformity with the requirements of the amended charter of 1849, I herewith transmit to you my report on the Bureau of Lamps and Gas for the year 1863.

Appropriation. tor the year 1853. \$259,700 00 Appropriation. \$259,008 91

Balance.

There have been removed from the lower districts and erected in the upper, eight hundred and eleven cil lamp-posts; t tal oil lamps six thousand eight hundred and twenty three. The number of gas-posts put up is seven hundred and forty-nine—making the whole number of gas-lights now burning eight thousand eight hundred and eighty-four. Total city leaves of them thousand and eighty-four.

8,184

Total gas lamps.

The New York Gas Company light the folloublices, markets, &c. :—
City Hall.

Halls of Justice. Barclay street. Beekman street.
Park.
Centre Market.

Gouverneur street. Hester street. Leonard street. Old Slip. Trinity place. Catharine. Fulton. Fish. Butcher. Courts, &c. .Supreme. .Attorney's office.

Corporation ... Attorney's office.
Receiver of Taxes.
The Manhattan Gas Light Company have laid mains, as follows:
Seventh avenue, west side, from Greenwich avenue.

nue to Fourteenth street.
Fourth street, from Thirteenth to Amos street.
Thirteenth street, from Eighth to Tenth avenue. Leroy street, Perry street, Bank street, Barrow street, Downing street, Cornelia street, Commerce street Grove street, Factory street, Bethune street, Christopher street, Twelfth street, Troy street, Horatio street. Jay street, Greenwich street, Fourteenth street Gansevoort street, rich street. Ninth avenue.

Sixteenth street, from Sixth to Ninth avenue. Seventeenth street, Eighteenth street, Nineteenth street, from Sixth to Ninth avenue. Ninteenth street west, Tenth avenue, Fifteenth street, from Sixth to Tenth avenue. Twenty-second street, west of Tenth avenue.
Twenty-fourth street, from Sixth to Seventh

Fifth street, from Lewis street to avenue A.
Fifth street, from First to Second avenue.
Sixth street, from avenue A to Bowery.
Seventh street, from Lewis street to avenue C.
Eighth street, from avenue B to C.
Ninth street, from avenue B to C.
Ninth street, from Pirst avenue to avenue A.
Flowards, street, from avenue B to C. and fr Eleventh street, from avenue B to C, and from inst to Second avenues.

Twelfth street, from avenue C to Second avenue.

Sixteenth street, from First avenue to Stuyvesant

quare. Twentieth street, from avenue A to East river. Twenteen street, from avenue A to East river.

Ninetcenth street, east of First avenue.

Eighteenth street, from avenue A to First avenue.

Avenue C, from Twelfth to Thirteenth street.

This company is now lighting the following

Clinton. Union, Essex, Tompkins, Together with Fireman's Hall, station houses, &c., &c., in the said district.

We have now a continuous line of thirteen and

three-quarter miles of oil and gas lamps, running from the Battery to Kingsbridge. The altering of grades of streets in different parts of the city, radius of cures, digging of cellars, sewer-

c., &c., has caused a great deal of labo ing, &c., &c., has caused a great deal of labor to this bureau, and co sequent expense, causing us to remove and replace both gas and oil posts, expenses not anticipated in the appropriation. t anticipated in the appropriation.

I have zealously sought to comply with the wishes your honorable be dy, in carrying out the resolu-

tions passed at your sittings, to complete the unlighted portions of our city.

You must be aware that if you appropriate three hundred thousand dellars for the expenses of this bureau, and lay out work to be done to twice that amont, if executed, the appropriations must fall

nort proportionately.

A very large number of resolutions are in posses sion of this department, (some of them of several years standing) that have not yet been acted upon, which, when complied with, will cost the city a very

which, when complied with, will cost the city a very large sum of meney.

I therefore earnestly ask your honorable body to pass no more resolutions of this character, until we have time to pause and deliberate upon the cost and the benefit the majority will derive when the duty is performed. The resolutions of your honorable body, and those of your predecessors, which are equally binding on this department, authorizing two gas lamps to be placed in front of almost every church in the city, has added materially in expense for labor and cost for gas.

and cost for gas.

While I am desirous of giving every reasonable

While I am desirous of giving every reasonable satisfaction to your body and our citizens generally. I hold it equally my duty to call your attention to facts as they are. Many expenses have been brought on this bureau by circumstances over which we had no control, and may not occur for years again; as, for instance, the great length and severity of the last winter, put out of condition thousands of lamps; besides, the streets were impassable from the great amount of snow and ice, so that the firemen were compelled to "take the walk," in many cases breaking down lamp posts, destroying lamps, &c., &c. The gas pipes in nearly all the markets were too small, causing much desatisfaction among those doing business there, and was the subject of much complaint among the butchers.

They have all been altered, and new lamps placed wherever required, and, I believe, now give comparative satisfaction.

Since I have occupied the position of Commissioner

wherever required, and I beneve, now give comparative satisfaction.

Since I have occupied the position of Commissioner of Streets and Lamps, a great deal has been said upon the subject of lighting the city every night. A resolution passed by your honorable body recently, has caused me to give the subject a thorough examination. The resolution reads as follows:—

"Resolved, That the Commissioner of Streets and Lampa be directed to report to this Board the time each night, at the different seasons of the year, of lighting public lamps in the city, which nights they are lighted, how long each night, and when not lighted, and why not? and all other information on the subject."

lighted, and why not? and all other information on the subject."

In answer to 'this inquiry, I would state, that it never has been the custom in this city, nor, as far as I can ascertain, in any other city in the Union, to light the street lamps during the moonlight nights, when the moon gives light during a portion of the night, the lamps are kept burning during the remainder of the night, and the times of lighting and extinguishing them determined by the rising and extinguishing them determined by the rising and exting of the moon. When there is no moon, the lamps burn from dark until daylight. When the lamps burn all night, they will average about eight hours per night in summer, and about thirteen hours per night in winter.

hours per night in summer, and about thirteen hours per night in summer, and about thirteen hours per night in winter.

The contract between the city and the Manhattan Gas Company contains the following clause:—

"Also the said party of the second part shall fill up and light all the public lamps required by the Corporation wherever the pipes of the company are or shall be laid within the district alovesaid, and that the said lamps shall be so lighted during such times as the public lamps throughout the city of New York are required to be lighted by the requisitions of the said parties of the first part, and that all such public lamps, situated within the district aforesaid, which shall be required by the Corporation aforesaid, which shall be required by the Corporation aforesaid, shall be as supplied and lighted by the said parties of the second part, at the yearly rate of fifteen dollars for each lamp, for the light and for lighting and extinguishing the same; also, that the parties of the first part may direct and require to that effect that all or my portion of the

any other time or times during the continuance of this contract, and said parties of the second part shall light the same and continue them burning in accordance with any and every direction of the said parties of the first part, or their proper agent or agents, to that effect, provided, that if, in compiliance with the directions of the said parties of the first part, the whole number of hours during which the said lamps, or a portion of them, are kept burning in any year shall exceed the average number of hours during which the public lamps in the city of New York have been kept burning during the last five years prior to the date of this contract, (which the parties hereto estimate to be, and fix at, two thousand and three hundred hours,) then in that case the said parties of the second part shall be entitled to claim and secure for such additional number of hours during which the public lamps, or a portion of them in the district aforesaid, are kept burning, in accordance with the directions of the said parties, of the first part, an additional compensation equivalent to a pro rata increase of the compensation herotofore allowed, proportioned to the increased number of hours beyond the said average numbers."

It would seem from the extract above quoted, that the parties to this contract were of opinion that the time would come when it would be deemed necessary or advisable to change the times of lighting and extinguishing the lamps, and that they intended to provide accordingly—securing to the city the right to make such alteration as its wants or convenience might seem to require. If, in the opinion of the Common Council, it should be deemed necessary or advisable to make any change in the times of lighting or extinguishing the public lamps, and they so direct, this department will cheerfully comply with their instructions. I do not, however, believe in hasty legislation. The public mind should be fully informed upon all such contemplated changos, when of as much importance as I deem this to be in a pecuni

The public lamps of Liverpool are lighted every night in the year. The average number of hours is 3,620.

In Manchester, the lamps are lighted every night in winter, but in summer they omit moonlight nights, say five nights in each moon. They are lighted hal an hour after sunset, and extinguished half an hour before sunrise, and burn about 3,500 hours per year.

In London, Birmingham, and other cities, the lamps are lighted every night, and burn from sunset to sunrise. The average is 12 hours per night, or 4,380 hours per year.

The cost of lighting the above cities I have not been able to ascertain. The city of Brooklyn pays the Gas Company \$2.50 per thousand feet for the gas consumed in the street lamps; Albany, \$2.50 per thousand feet, and New York, about \$1.70 per thousand feet.

If the public lamps in the city of New York were lighted every night in the year, they would burn about 3,800 hours. If we were to omit seven moonlight nights, (or what the almanac calls moonlight nights,) in summer, it would reduce the number to 3,632 hours. Then each lamp would cost the city—If for 3,000 hours. \$24.78 per year.

If for 3,500 hours \$24.78 per year.

If for 3,602 " 22.68

Being an increase on the present cost of \$8.68, or \$9.78 per annum on each lamp.

At \$15 pr. an., for 2,300 hrs., the cost is \$122,760 pp.

At \$23 68 At \$24 78 which won 8 " 3,632 " " 193,797 12 8 " 3,800 " " 202,793 52 ould be an increase on the present cost of

which would be an increase on the present cost of \$50,039 52 for gas alone.

For oil lamps the increase would be in the same ratio. Oil appears to be constantly advancing in price, at least such has been the case since I have occupied my present official position. The last oil contract awarded by me was for one hundred and twenty-seven cents per gallon, which would make the cost of each lamp about \$16 per annum, for 2.300 hours. If for 3,500 hours, the cost would be \$26.44—an increase of \$71,232 12.

6.823 oil lamps, 2.300 hours, at \$16...\$109,163 00 Do. do. 3,632 do., at \$25.70. 175,055 10 Do. do. 3,600 do., at \$26.44—180,400 12 Which would be an increase of \$71,232 12 for oil.

Making in all for gas...\$80,039.52

Do. do. oil\$10,22 12

Total increase for lighting...... \$151,271 64

occur on the part of any policeman or other officer of the police department, he shall in like manner forthwith report the same to the Mayor."

I would now respectfully call your attention to the subject of lighting the wharves and piers with gas, so frequently urged by the Chief of Police in his reports, and reiterated by Mayors Woodhall and Kingsland. To light the piers, &c., as recommended, is impracticable; to be sure, the conducting pipes may be run along the docks, and the iron posts put up, but how long would they stand? How long would the pipes be of any service? If there was a solidity about our piers, if they were built of stone, as the docks of the European cities are, the posts could be made to stand after being put up, and the pipes perform their service. But here, where the piers are built of timber, they constantly require repairing, being often broken down or settled, from the immense amount of merchandles permitted to remain upon them, together with the constant jamming of vessels against the piers, and the numerous costs against the trives the set of the limit of the service of the

main upon them, together with the constant jamming of vessels against the piers, and the numerous carts against the string pieces, they would not last a fortnight. It is, however, a matter of much importance, and if not acted upon, I shall refer to it again before the close of the present session.

Before any action be taken upon this measure of lighting the docks and piers with gas, it would be well to remember that there are some 140 odd piers; each pier would require at least two lamps, beside one between each pier, on the bulkheads, which would make some 420 odd lamps more, which, at the present cost of \$15 per lamp per year, would be \$7.300, or \$10.467 60 at \$24 45 per lamp for 3.500 hours, which, together with the additional expense of putting up the posts, &c.. on the docks and piers, will cost not less than \$25,000 for the first year.

It will be seen at a glance by your honorable body

It will be seen at a glance by your honorable body that the above estimates do not take in the expense of lighting hose and engine houses, court houses, markets, and all other public buildings lighted by the city, nor the expenses incidental to labor, cart-

ge. &c., &c.

The contract between the Corporation of the try of New York and the New York Gas Light mpany will expire on the 12th of May next, 1853. The necessity of an early arrangement to meet the emergency. I hope, will receive your attention and prompt action. Respectfully submitted,

HENRY ARCULARIUS, Jr., Commissioner of Streets and Lamps.

Superior Court—Part Second.

Liefore Chief Justice Oakley.

Fig. 9.—Wm. Beach Lawrence vs. Rufus C. Kemp.—On the 7th of June. 1850, the plaintiff let to the defendant the store corner of Broadway and White street, with the fixtures therein, until the 1st of July following, for the sum of \$400, he agreeing to deliver up said store, with all the fixtures, at the expiration of the term. Instead of so doing, however, the defendant, in violation of his agreement it is alleged, removed certain of said fixtures, consisting of gas fixtures and seventy stools, valued at \$410. This action is brought to recover the value of said articles, and was tried in April last before Judge Paine and a jury, and a verdict rendered for the plaintiff for the sum of \$348 34, which the general term set aside, on the ground that the Judge erred in his charge to the jury, and a new trial ordered. For defence, it was contended that the property was taken from the defendant by H. C. Newcomb, a mortgagee, and by and under a paramount title, excusing the defendant from the perferences of the taken from the defendant by H. C. Newcomb, a mortgagee, and by and under a paramount title, excusing the defendant from the performance of his agreement, and that the articles sued for were and are not fixtures, either in law or by the contemplation of the parties to the agreement, and that there were left upon the premises all the articles that can fairly be regarded as fixtures, to an amount exceeding \$1.000 The court directed the jury to find a general verdict for the plaintiff for the value of the seventy-five stools, and to find two facts specially for the consideration of the whole court at the general term.

Supreme Court-General Term

The Hon. Judges Edwards, Mitchell, and Roosevelt Edwards, Mitchell, and Louisian Justice, (Edwards,) an-court will not hear the argument Discoul case to-morrow, (Thurs-Fan. 9.—The poor ced that the Broadway Railroad case to-morrow, (Thurs-but it will be heard on Friday of next week the judges now sitting, or others.

of the

Officers of the Seamable Washington.
UNITED STATES DISTRICT COURT.

Before Hon. Judge Betts.

Fra. 9.—The Unsted States vs. Etisha M. Fück.—
The defendant in this case is the commander of the steamship Washington, trading between Bremen and New York, and is charged with having wilfully defrauded the government by smuggling a large quantity of goods, wares, and merchandise, namely; ten casts of hrandy, ten casts of oil, and eight boxes of segars, to the value of \$1,900, on the 10th July, 1852.

The U. S. District Attorney, (Mr. J. P. Hall.) appeared for the prosecution, and Messrs. F. B Cuting, George Betts, and Donohue, defended Captain Fitch.

peared for the prosecution, and Messra. F. B. Cuting, George Betts, and Donohue, defended Captain Fitch.

Mr. Hall opened the case to the jury. He said the charge was against Captain Fitch, a gentleman of respectability, who had been master of the steamer Washington for nearly two years, for having violated the revenue laws of the United States on every voyage from the time be took command of that vessel down to the present cause of action, and for the purpose of making gain on his own behalf. He is charged with introducing goods, liquors, olive oils, and segars, to evade the duty. Mr. Hall read the 23d section of the act of 1797, which prohibits the having on board such goods without a manifest. The 30th section provides that no goods should be delivered without a permit, on penalty of forfeiture, and another section imposes a penalty of \$400 on the master for such offence. In 1842 Congress, in revising this law, puts samaggling among the catalogue of crimes, (5th stat. at large, p. 565, sec. 18). In the 19th section it is provided if any person shall snuggle goods into the United States, he shall be deemed guilty of misdemeanor, and on conviction will be liable to a fine not exceeding \$5,000 or to imprisonment for not more than two years. The Grand Jury in this case have charged Captain Fitch with violating the 19th section; they also charge his first mate and his purser, and each and all of them are supposed to be interested in the articles introduced. Mr. Hall then read the specification and the oath which the Captain swears, to the effect that he has no other goods on board, except such as are described therein, and continued to say that these goods never were put on the manifest and never paid duty, and it is supposed that the third mate and the steward were employed by the captain as agents to dispose of them. He expected to be able to trace the sale of two of these casks of brandy to the owner of Castle Garden, and if he showed that, and the other circumstances, he would consider that he had no desire t

he would consider that he had no desire to go beyond his daty. The District Attorney then proceeded to call his witnesses.

C. S. Franklin, deputy to the naval officer in the custom bouse, deposed that all permits, manifests and oaths of office come under him. [Five manifests of the ship Washington produced and identified.] The cath of Capt. Fitch was also put in evidence. On cross-examination, by Mr. Cutting, witness said that it frequently happens in large vessels that there are goods on board which are not on the manifest, but are subsequently entered.

John Cooper, a native of Hanover, Germany, deposed that he has been seventeen years on board American vessels, and is a naturalized citizen of the United States; has sailed principally out of New York for cleven years; was before the mast, and second mate afterwards; has sailed between the United States and Bremen; was in the Hermann eighteen months, as third officer; next sailed in the steamship Washington for three years and a half as fourth mate, third mate and second mate; was in her on a voyage in July, 1832, and in May previously; Capt. Fitch commanded her during these two voyages; Capt. Fitch superseded Capt. Floyd in the May voyage, in Southampton, England; I was second mate in July, 1832; my duty was to see the cargo stowed at Bremen and Southampton, and to take my watch at sea; we took on board, at Bremen, tea cases of oil and eight boxes of segars, that were given me in charge by the purser. The segar boxes were four feet square cach—the size of the boxes of a was about ten inches square; the captain told me to keep the oil cool, the way it would not leak out; put them into the starboard bont on top of the house; he said they belonged to him; they had his mark (F) on them; there was a mark on the segar boxes; I don't know what it was; had no conversation with the captain in relation to the sogars; we took ten casks of brandy on board at Southampton; they would had about thirts raillens each areast term don't know what it was; had no conversation with the captain in relation to the segars; we took ten casks of brandy on board at Southampton; they would hold about thirty gallons each, except two, which were sixty gallon casks; Captain Fitch told me to take care of these casks, that they were his own; the brandy was lowered down in the after hold, on the starboard side; the segars were in the forward hold; when a week out, the passengers' baggage and the casks were taken up, and lowered down in the ferward hold; had no conversation about the change—the chiel officer gave the orders; the captain had the opportunity of observing that the changes were made; they were in the forward hold when the ship arrived; did not see them afterwards. To a Juror—Put the passengers' baggage on top of the brandy.

To a Juror—Put the passengers' baggage on top of the brandy.

Cross-examined by Mr. Cutting—Left the Hermann about four years ago, of my own accord, because I wanted to change ships; I was not turned out of the Hermann: Capt. Floyd was in the Washington in April, 1852; nothing happened to him, except that he was not as he ought to be; he was disturbed in his mind; when he would sit down he would fall asteep; I first found him so on the Banks; I did did not observe anything like aberration of mind; there was some alarm among the passengers after we came from Milford, where we went for coal; the alarm was given off the Land's End, and afterwards the passengers got hold of the captain, and took him off the house.

To a Juror—I do not know if the captain was a temperance man, but he was a sober man.

To Mr. Cutting—The officers said the Captain
To Mr. Cutting—The officers said the Captain
To Mr. Cutting—The officers said the Captain
by Captain Floyd; I do not know what order was
given, but the saip was heading towards the land, which was a mile and a half or two miles off; if the ship had continued her course she would have got into the channel; when the first mate took charge, the ship was headed away off the land; Captain Floyd was put below in his room; in the evening I saw him on deck, and he was got down below again; Floyd and I are as good friends now as ever; I don't know if he has taken an interest in this prosecution; his brother is in court; Captain Floyd wanted to keep on deck, but the officers would not let him; I don't know if he was satisfied; he tried to drag away from the passengers, but did not call any of his officers or men; obeyed the first officer as Captain after the officers had held a consultation; I agreed with the rest of them: I said yes, and that's all; I acted as first officer from there to Southampton, and back to s a mile and a half or two miles of first officer from there to Southampton, and back to New York. Captain Floyd came very near running the ship ashore off Milford. The Captain said she was all right, and in about half an hour after I dis-

the ship ashore off Milford. The Captain said she was all right, and in about half an hour after I discovered the ship was near the rocks and called the Captain, when we altered her course; I didn't know where we were no more than the man in the moon; I did not go out again as first officer.

To the Court.—I suppose I hada't education enough; I can navigate a ship by dead reckoning.

To Mr. Cutting.—I applied to Captain Fitch to be first officer, and we went together to the Board of Directors; Captain Fitch said I was not competent; Mr. Kingsley went out as first officer, and I went back to my first position; I was satisfied with the arrangement; I did not say I would have him turned out of the ship; I was as iriently to him as before; I had no conversation with Capt. Floyd about it; we came back to New York on the 8th July, and I left on the 2th; the custom house officers were on board, and they had not commenced to discharge the cargo; I did not swear or threaten revenge against Captain Fitch: I have done what was right; I have taken an active part in this prosecution; I accused Captain Fitch of intexication because I saw him so; I charged him with receiving money from passengers on board, whom he took to work their passage; I had no ill-feeling against him; he was no friend of mine; went to Mr. Floyd to ask him where I should go to make the complaint; I made it, no one went with me to the United States District Attorney's office; have seen Captain Floyd there; I furnished th names of the witnesses; I have subpospead some o them; I have not been to sea since, but have been under pay as a witness.

To the District Attorney—The fourth mate made

moder pay as a witness.

To the District Attorney—The fourth mate made the remark to me, that the captain and mate carried half a cargo of goods for themselves, and said that if I would do right. I would go and inform on them, and he would uphold me.

It was admitted that the ship was an American vessel, belonging to the Ocean Steam Navigation Company.

It was admitted that the ship was an American vessel, belonging to the Ocean Steam Navigation Company.

Benj. Carr deposed—That he was boatswain on board the Washington; on the voyage home in July. I saw ten casks of brandy on board her; I saw ten boxes stowed in the boat on top of the house; I saw cases down below; one of them broke, and I saw it was segars; witness hoisted the casks from the hold, where they were first pot, and two of them were lastened on deck, near the cook's shash boat.

To a Juror—This was done in the day time.

To Mr. Cutting—It was during my absence on shore at Southampton, that the brandy was shipped; it was afterwards shifted when we were about four days sail from New York; there were a good many passengers, and they could see the shifting of the brandy; there are about one hundred and twenty persons, including servants, attached to the ship; the two casks and the slush were taken off in the boat together: I don't know if the Custom House officer was on board at the time; I did not report it to him; the six other casks were sent on shore on the sth or the 16th; I have no reasen to believe that the Custom House officers were not there when the brandy was sent off; it was their day to be there, and I don't know whether they were or not; I don't know whether Cooper was dissatisfied at not being sent out as first officer; it was Cooper brought me to the District Attorney's office I left the Washington about five months ago, and have been under pay ever since as a witness.

Thomas McLaughlin was employed in the Washington in July, 1862, lefore the mast; saw some

ington in July, 1862, before the mast; saw some casks on board, but could not tell what they were. Bergamin H. Rogers, licensed carman, deposed. That in the month of July, 1862, he rode two casks,

resembling brandy casks, from the ship Washington; they were slid down the plank, but can't tell from what part of the vessel; Mr. Bragden, one of the officers, employed me; I put it in front of Mr. Schroeder's, No. 11 West street; I did not see any casks resembling them at Mr. Behroeder's that I recollect; I carried another cask, barger than the others, to the corner of Malden Lane and Water street; I afterwards took the casks from Mr. Schroeder's and carted them to Castle Garden; the young man at the counter peid me for the cartage.

To Mr. Cutting—This was done openly, in the day time; can't recollect whether it was one or two casks I took to Mr. Heiser's, of Castle Garden, or if they were the same that I took from the Washington.

The case was then adjourned till eleven o'clock on Thursday morning.

FINANCIAL AND COMMERCIAL.

MONBY MARKET.

WEDNESDAY, Feb. 9-6 P. M. Wednesday, Feb. 9—6 P. M.

There appears to be no abatement in the speculative excitement in Wall street. From day to day the transactions continue to about the same extent, both for cash and on time, and outside operators are generally the most liberal purchasers. At the first board, to-day, Nicaragua advanced ½ por cent; Phoenix Coal Company 1½; Potomac Copper ½; Harlem ½; Hudson River Railroad ½; Florence and Keyport ½; Stonnington ½; Michigan Central Railroad ½. Eric Railroad declined ½ per cent; Cumberland ½; Morris Canal ½; Brunswick Company ½. At the second board the market was very active. Morris second board the market was very active. Morris Canal went up | per cent; Potomac | New Creek 1; Phonix 11; Eric Railroad 1; Harlem 1; Hudson River Railroad 2. Canton Company declined 1 per cent. There were very heavy sales of Phoenix at both boards, and after the close. There was a bid of 32 per cent for a large lot. As we anticipated, yesterday, the improvement has been rapid and of a decided character. The parties originally interested in this stock have come in again, at the lowest dip of the market. This movement, we understand, has been made in consequence of the prospect of getting early to market a large quantity of coal, very far superior to that before sent from the northern section of the coal field. It is reported that a movement is going on in Nicaragua Transit, which, if successful, will run that stock up very fast and very far. The earnings of the company since the purchase of the steamers on the line, have been much greater than anticipated. Very few transactions have been made lately in Parker Vein, but holders have more confidence than ever in its great ultimate value. The stock was offered at seventy per cent. and sixty-six bid. During the recent stringency in the money market and depression in prices for stocks generally, coal stocks were more firmly sustained than any other class on the list. The only effect of much consequence on the principal stocks of this class was in the reduction of transactions. Government securities, railroad bonds and bank stocks were in moderate request to-day, at prices previously car-

The receipts at the office of the Assistant Treasurer of this port to-day, amounted to \$217,018 22; payments, \$4,871 22—balance, \$4,000.799 68.

The receivers of the Trust Fire Insurance Com pany are paying a final dividend of five dollars per share, at the Merchants' Exchange Bank.

We understand that the bills of the Bank of North America, of Newport, Indiana, are redeemed in Wall street at the usual rate. The issues of this bank are secured by the deposit of Indiana State stock with the State Auditor.

The importations into this port to-day (Feb. 9)

The importations into this port to-day (Feb. 9) have been as follows:—

Coffee, 6,638 bags; dry goods, 529 packages, per Sea Queen; drugs, 25 ions brimstone, 60 bags gum, 10 casks cream fartar, 8 casks argols, 31 casks opium, 6 cases yellow berrios, 11 half barrels arrow root; 6-h, 139 barrels alewives, 1,666 barrels herring, 159 barrels pickled cod, 226 barrels salmon, 48 barrels halibut; hides, 37; seed, 422 bags; steel, 400 boxes; oil, 30 casks end; rags, 689 bales; tapioca, 60 barrels, tea, 19,356 packages; wood, 25 dozen logs rosewood; wine, 309 baskets.

The ctearpship Africa from this next for Livernood The steamship Africa, from this port for Liverpool,

to-day, carried out two hundred thousand dollars in specie.

The Hillsboro and Parkersburg Railroad has been let, from Hillsboro, Ohio, to Parkersburg, Va., a distance of 119 miles, for \$4,415,000, the contractors agreeing to fornish all the requisite buildings, stations, and 'outhouses, on the line. The whole line from St. Louis to the Baltimore and Ohio road at Three Forks, is therefore now under contract. The company have removed the first mortgage on this read, given to the city of Cincinnati, and now hold it

free of incumbrance.

The Boston Post, of the 18th inst., says: -Our attention has been particularly called to the Great Northern Lead Company of New York, and from an attentive perusal of the elaborate reports, (issued monthly,) and from reliable information obtained from private sources, we should think its history was unparalleled in the annals of lead mining. The company have leased for a long term of years the extensive lead mines in St. Lawrence county, New York, which were worked with so much profit several years ago, but which were finally abandoned in consequence of the ignorance and extravagance of the managers. Its stock con sists of 50,000 shares, at ten dollars per share. The money reserved for stock sold, and much of the stock itself, have been devoted to paying for the land leases outright, and for the requisite buildings, smelting houses and machinery. The company owes nothing, has several mines fully equipped and in operation, and has a balance of cash in bank of \$14,000, besides 1,000 tons of ore at the mines. Thus far the metal obtained has fully paid all the mining expenses; and this actonishing result has been ob tained chiefly in clearing up the mine after its fornier owners. Within a week or two it will have a handsome lot of lead in the market. Col. C. L. Schlatter, superintendent of the Ogdensburg road, is one of the executive committee of the Northern Lead Company, and the president of the corporation Hon. James C. Forsyth. It is a regularly working concern, got up to dig lead and to earn dividends.

A very rapid rise has just taken place in Chester County Mining Company stock. Until within a week, there have been no transactions for a long pe riod. The sudden movement is attributed to the fact, just transpired, that the mines are in successful operation, producing about seven thousand poundof lead daily. The capital of the company is on hundred thousand dollars, represented by ore lands about a mile from Phoenixville, and buildings, works, &c. Last year, it is stated, \$25,000 was expended on smelting works. This, with other improvements, found the company, three months ago, \$27,000 in debt. This sum, it is now declared, is wholly paid off from sales of lead, and there is a balance of cash in the treasury of seven thousand dollars. The present machinery is capable of producing 14,000 pounds of lead a day -twice the quantity now made. Prior to the advance in the price of lead, the company was making but small profits. The friends of the company attribute the rise in the stock mainly to the rapid advance in the price of metal, to a favorable contract with the Wheatley Mlaing Company for 3,000 tons of ore, and to the freedom of the company from debt. The gross cost of producing the lead at the mines is said to be less than three cents per poend. Its value in this market is seven and a half cents, at which price sales of 1,000 pigs were reported on Saturday. The carnings of the Ogdenburg Railroad Company

In January, 1853, amounted to \$28,800 gain over same month lest year, \$11,222. The earnings of January, 1852 were \$17,578; and of January, 1851, \$9,125. On Saturday, the Virginia Senate passed the bill

for the construction of a railroad from Covington to the Ohio river, but so amended as to appropriate \$500,000 annually for six years.

A large town meeting was held at Wilmington Del., on Satorday evening, and resolutions adopte urging the Legislature of that State to pass the bil to construct a canal uniting the waters of the Chris tians with the Chesapeake Bay.
We learn from the New Ocleans Picagune that a bill

was introduced into the Senate of Texas, on the 17th of the making provision for the payment of the diffusion between the scaled and face value of the debts one by the late republic of Texas, in land, at 55 years to better demand during the week, at the

cents an acre. After some discussion, it was inde-

finitely postponed.

A resolution has been introduced into the Legis lature of Wisconsin, calling on the Secretary of State for information relative to certain scrip, said to have been issued by him, and authenticated under the great seal of the State. It is reported that more than \$50,000 of this sorip has been issued. We annex a copy of this scrip, with the form of coupons attached:-

STATE OF WISCONSIN.

8500. (Cut of steamer.)

FOR AND WISCONSIN IMPROVEMENT SCREEN

POE AND WISCORDE REPROFESSION.

OPPICE OF THE BOARD OF PUBLIC WORKS, }

OPPICE OF THE BOARD OF PUBLIC WORKS, }

It is hereby certified, by the Board of Public Works of the State of Wisconsin, that there is due to Morgan L. Martin, or order, Five Hundrad Dollars, under his contract with the State for the improvement of the Fox river, for the payment of which, and interest thereon at twelve per cent per annum, the avails of the grant of land made by the Congress of the United States, in aid of the improvement of the Fox and Wisconsin rivers, together with the improvement itself, and the revenues to be derived therefrom, are pledged by the State; the said interest, after deducting the current rate of exchange on New York at Miswankie, is payable annually, on the first day of January, at the office of Bimeon Draper, New York.

Attest,

Clerk. Pres't of B'd Public North

Clerk. Pres't of B'd Public Works.

Thus us to Currer, that the foregoing Scrip is issued in conformity with an act of the Legislature of the State of Wisconsin, entitled "An act authorising the Governor to enter into a contract with Morgan L. Martin for the improvement of the Fex river, between Lake Winnebago and Green Bay, approved March 11, 1852."

In Tremmore Winners, I have hereunts set my hand, and affixed the great seal of the State.

Done at Maddoon, this ______ day of ______ 185.

[L. S.]

Sagrature of State.

STATE OF WISCONSIN

TWELVE PER ORNT HORIF.

Pay the bears SXXY DOLLARS, for one year's interest on Fox and Wisconsin Improvement Scrip, No. —, for \$600, due January 1st, 1860.

Pros't Board Public Works.

Pres't Board Public Works. act approved March 11, 1852, as authority for this issue. There is, probably, a mistake in the year, for the law referred to passed March 11, 1851. By that law, it is provided that in case there is a deficiency in the funds to pay the estimates for the improvement, "the Board of Public Works shall give to said contractor-Morgan L. Martin-scrip signed by the President of said Board, and attested by their clerk, for the amount due on such estimates, which scrip shall constitute a debt against said improvement, for the payment of which, and the interest thereon at twelve per cent, payable annually on the 1st day of January each year, the said improvement shall stand pledged, and the said Board shall levy tells upon all tonnage passing through or along said improvement, sufficient to pay the said interest as the same may accrue, and until the said liabilities shall be fully paid." No other authority for the issue of

seme may accrue, and until the said liabilities shall be fully paid." No other authority for the issue of scrip is given.

\$10000 U S 6's, 67. 120's 50 shal'heenix M Co. 20's 2000 U S 6's, 62. 115 175 do ... 33 30 6000 Eric 2d Mg Ba 110's 200 do ... 33 30's 10000 Eric 2d Mg Ba 110's 200 do ... 33 31's 2000 Hud 2d Mg Ba 99's 50 do ... 33 31's 2000 Hud 2d Mg Ba 99's 50 do ... 33 31's 2000 Hud 2d Mg Ba 99's 50 do ... 33 31's 2000 Hud 2d Mg Ba 99's 100 Brunsw'k C'y L Co 19 7600 Nor Ind'a Bds 90's 100 New Creek Coal Co 4's 15 shs Ek Commerce 108's 100 New Creek Coal Co 4's 15 shs Ek Commerce 108's 100 New Creek Coal Co 4's 15 do Ek Commerce 108's 100 New Creek Coal Co 4's 20 Metropolitan Ek 108's 100 New Creek Coal Co 4's 20 Metropolitan Ek 108's 150 do ... 35 52's 100 Metropolitan Ek 108's 150 do ... 35 52's 100 Metropolitan Ek 108's 150 do ... 36 69's 100 Merris Canal. 38 21's 200 do ... 36 69's 100 Merris Canal. 38 21's 200 do ... 36 69's 100 Merris Canal. 38 21's 200 do ... 36 69's 100 Merris Canal. 38 21's 200 do ... 36 69's 100 Merris Canal. 38 21's 200 do ... 36 69's 100 Merris Canal. 38 21's 200 do ... 36 69's 100 Merris Canal. 32 13's 50 Stomington Rk. 33 31's 100 Merris Canal. 36 35's 100 Hud River Rk. 36 67's 200 Nic Trensit Co... 36 35's 100 Hud River Rk. 36 67's 200 Nic Trensit Co... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 200 do ... 36 35's 100 Hud River Rk. 36 67's 250 do ... 36 35's 100 Hud River Rk. 36 67's 250 do ... 36 35's 100 Hud River Rk. 36 67's 250 do ... 36 35's 100 Hud River Rk. 36 67's 250 do ..

| Second Board | Seco 75 Phoenix Min'g Co 3334 200 do ... 550 693 200 do ... 33 50 N Indiana RR .. 1233 100 do ... 550 3334 100 Mich S RR ... 124

Weekly Review of the Dry Goods Trade. NEW YORK, Feb. 9-6 P. M.

The activity and prosperity of the dry goods trade continue to increase in a corresponding ratio with the advancement of the season. Southern and Western merchants are still here in considerable numbers, and, though they refrain from making very heavy purchases, they buy sufficient to render the aggregate of their transactions protty ample, thus aiding in the preservation of the briskness and vigor of business, which local jobbers and shippers completely support. This is a very hopeful aspect of the trade, and one which all parties seem to view with pleasure, at the same time that they acknowledge a perception of other features of the business which afford quite as encouraging omens of a satisfactory consummation of this season's traffic. Among these, the absence of nearly all last season's goods, which were mostly distributed ere the fall closed, and which, consequently, are now out of market forms one of the most prominent. Dealers commenced the spring trade with clear hands, which made them very resolute, and yet prudent. Their previous three months transactions were conducted on a comparatively cash basis, and when they ended they found their books agreeably settled, demonstrating that they had few out-tanding debts, with fully replenished coffers. This rendered them independent traders, competent to buy in the cheapest market, by paying ready money for their goods, or entering into contracts which many of them could anticipate, and all promptly cancel. The moderate importation is also looked upon as a beneficial and promising feature of this season's business. So, likewise, is the non-existence of speculation. Country merchanis and Jobbers curtail purchases as much as their immediate necessities permit, deeming it the better plan to buy only as they are in need. In this opinion we fully concur, knowing that it is better to risk the payments of higher prices by dealing moderately, then to hazard large losses by indiscreet and adventurous operations. So far do we prefer this system of doing business over all others, that we would urge its adoption by all classes of commercial men, and by none more than by manufacturers, who would undoubtedly find their interests greatly promoted by working upon the pari passu principle that is, by assimilating the production to the con sumption of goods as far as practicable. Bleached and unbleached sheetings and shirtings are generally in light supply and active request, at full prices Denims are moderately dealt in, and rule very firm. We quote:—

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 Drills are sought after by exporters at 8c. for

browns, 8 fc. for bleached, and 9 fc. for blues. Ginghams are sparingly bought at 10 c. for Manchester, and He, for Glasgow and Lancasters. Lawns are without any essential change. Purchasers have a complete supply of demestic styles, and now buy only some lots of foreign to increase the variety of their stock. Prices are maintained. Comburghs are in

generally relect, and ask the following:

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abated prices quoted in our last, which holders new generally reject, and sek the following:—

Wednesday, Feb 9-8 P. M.
Ashrs-Refalled at \$4 62% a \$1 68% for pots, and

CTTY TRADES RIPOPIST.

Wedden For the G-8 P. M.

Arms—Refalled at \$4:62½ a \$4:68½ for pots, and \$6.76 for pearls, per 100 lbs.

Bradestures—Flour varied little. The day's transactions included \$,000 bbls.—sour, at \$4:75 a \$4:87½; superfine No. 2, at \$4:87½ a \$5: ordinary to choice State, at \$5:25 a \$6:43½; mixed to fancy Western, at \$5:43½; as \$6:62½; common to good Ohio, at \$5:68½ a \$5:62½; common to good Ohio, at \$5:68½ a \$5:76; fisney Genesee and Ohio, at \$5:68½ a \$6:81½; mixed to favorite/Southern, at \$5:75 a \$6:extra Western, at \$6:10 fisney Genesee, at \$5:75 a \$6:extra Western, at \$6:10 fisney Genesee, at \$5:75 a \$6:extra Western at \$5:81½ as \$6:extra Western, at \$6:25 a \$7:50. Wheat continued inanimate and languid. Some \$6:00 bushels. Southern white were taken at \$1:27. Rye seemed dull at 90c., and barley at 70c. a 74c. per bushel. State and Western outs were selling at \$7c. a 49c. per bushel. Corn dispayed increased animation and firmness. The sales embraced \$7,600 bushels. Southern white and yellow, at 64c. a 63c. per bushel.

Corrox.—The sales to day were only about \$3:00 bels—not enough to pay the office expense. of the brokers; and this is called a good day's business—expenses increasing, and business decreasing. We wish to call our Southern friends' attention to the fact that we have had no stock to fight away upon during the whole crop, and are very bearish in consequence. Will they have the kindness to send it along. It is all fine weather with them now, but in a short senson we will hear John Bull say he has cotton enough; and when they feel the pressure greater than an homest pedician can bear, they must not look to this market for add, as in the days of their prosperity they have not rescendered us. Seriously, the chances of good sales will be greater here than at the South as the season progresses, especially of grades ranging about good, middling. Much of the recent arrivals has been for spinners' account, and has merely passed through our stock in February is three times as large as at prev

Orrel, at \$10.75; and 500 tons Sydney, on terms not made public.

Coffee did not vary much; 100 bags Java fetched 11 i.c. a 11 i.c., and 700 do. Rio 91/c. a 92/c.

COFFEE—Was in good request, at 27 j.c. for yellow metal and 30 a 31c. for new sheathing, per lb., cash.

Fins Crackers.—About 15,000 boxes Cauton, 40 packs, have been sold during the past six days, at \$1.46 a \$1.55, and the var. Faur. The day's operations embraced 250 boxes bunchasins, at \$2.75; 10 cases citron at 23%c.; and 50 bols

raisins at \$2.70; 10 cases currons at 22%c; and 30 bolse-currants,—Fates were dull, and engagements to Liver-rocd continued light; 9,000 bushels corn were engaged, in bulk, or private terms, with some heavy goods at about 20s. There was no change to notice in rates for Haves. To London, some pork was engaged at 4s. 6d. There was some flour was taken at 35 50. Except in outside cases, rates for California ranged from 55 to 85c., and closed steedy.

rates for California ranged from on the soc, and \$1 12% steedy.

Hay.—River was selling in small lots, at \$1 a \$1 a \$1 2% per 100 lbs.

Huar.—The past six days' transactions have been confined to a few parcels undressed American, at \$145 per ton, and 1,100 bales Manilla, at about 10% per lb.

Hors.—Some 20 bales Eastern and Western changed hends, at 21 a 22c, per lb.

Inon.—Scotch pig was inactive, at \$34 a \$35 per ton, its months.

Inon.—Secoto pig was inactive, at \$34 a \$35 per ton, six months.

If an.—Holders continued to ack \$7 50 for Spunish, and \$8 for 6a era, per 100 lbs.

Melasses—About 500 bbls. New Orleans were obtained, at 20 a 30% per gallon.

NAVAL SPERES.—Eales have been made of 2,700 bbls. spirits turgentine at 70 a 72c, per gallon. Nothing additional transpired in crude turgentine or rosia.

Ones.—Whale, sperm and olive ruled about the same. Seen 5,000 gallons linseed were disposed of at 74 a 75 c, per gallon.

Semi-5.000 gallons. linseed were disposed of at 74 a 75 c. per gailon.

Factorious:—Pork was in moderate demand at \$15.50 for prime, and \$10.874 a \$17 for mess, per bbl. Dressed hope retailed at 754 a \$15 per lb. Nothing new occurred in cut ments. There have been 270 bbls. lard bought at 10 a 1036, per lb. Keef was scarce and steady. This sales embraced life bbls; country prime at \$5.034331 25 cliy do. at \$7 a \$7.26; country messed \$9.75 a \$11.25, and city do. at \$12.8745 a 13. No cleange occurred in beef hams. Ohio and State butter was picuty and dull at 14 a 18c., and 18 a 22c, per lb. Cheese was in fair demand, at \$5 a 2c, per lb. Sa fe. per lb.

REAL PSTATE.—Sales by auction :—By A. J. Bleecker &

hams. Ohio and State butter was picuty and dull at 14 a 16c, and 18 a 12c, per lb.

Kien Beram.—Sales by auction:—By A. J. Ricecker & Co.—House and lot 161 Chambers street, 25.75, 39,500; 2 lots on Liberty street, 59 feet 10 inches from Trinity place I with front of 24x92 the other 24.3, and depth 52 6, 229 600. By W. H. Franklin, sort & Co.—1 lot on Lexington avenue, corner Twenty-eighth street, 24 8½x 100, 84.075; 2 do. adjoining, same dimensions, 82,475 each; 1 do. do., \$2,500; 2 do. do., \$3,000 each; 1 do. do., \$2,005, 1 do. corner Twenty-ninth street, do., \$4,000; 2 do. on Lexington avenue, opposite, same dimensions, 2,450 each; 1 do. on southeast corner Second avenue and Twenty second street, 24.8½x100, \$3,050; 1 do. adjoining, do., \$2,600; 1 gore lot adjoining, \$2,500. By Bument & Hosack.—2 lot; on Broadway, between Thirty seventh Last Thirty-eighth streets, each 15,103, front, with an avenue, depth of 120 feet, \$10,000; house and lot 77 Warren street, \$21,472. By Albert H. Nicolay—Sold for each—Two lots on Ninety-first street, 25x100,845, \$400 each; two lots on Ninety-first street, 25x100,845, \$400 each; two lots on Ninety-first street, 25x100,845, \$400 each; two lots on Ninety-first street, 25x100,850, \$400 each; two lots on Ninety-first street, 25x100, \$500 cach; one lot adjoining, 13,6 front, 29 rearx, 100 deep, \$572.50; two lots on Ninety-first street, 25x100, \$600, cach; one lot on Fifth avenue and Fifty-fifth street, 25x100, \$400 each; two lots on Standard and the street, 25x100, \$600 each; two lots on Standard and lot 120 South street, 25x100, \$600 each; two lots on Standard and lot 120 South street, 25x100, \$600 each; two lots on Standard and lot 120 South street and lot 120 South street, 25x100, \$600, one lot on Thirty-second street, 100 foot west of Sixth avenue, 25x10, 500, one lot on Fifth avenue, 25x10, each; two lots on Stat